

The Hong Kong Daily Press.

No. 6975

三月八日

HONGKONG, FRIDAY, APRIL 10TH, 1880.

五月

四月六日

香港

PRICE \$25 PER MONTH.

SHIPPING

ARRIVALS

April 14, MAZACCA, British steamer, 1,044
W. A. Scott, Yokohama 8th April,
Mails and General—P. & O. S. N. Co.
April 15, ESMERALDA, British steamer, 395,
Tubot, Manila 12th April, General—
RUSSELL & Co.
April 15, TARTAR, German brig, 255, Ka-
meren, Whampoa 14th April, General—
MELCHERS & Co.
April 15, LOMBEARD, British str., 1,728, W.
B. Hall, Shanghai 23rd Feb., Mails and
General—P. & O. S. N. Co.
April 15, LOUDOUN CASTLE, Brit. str., 1,615,
Marsfield, London 2nd March, and Sh-
apore 9th April, General—ADAMSON,
Bull & Co.
April 15, GLENFAR, British steamer, 1,450,
Glasgow, Saigon 11th April, Rice—JA-
DINE, MELLERSON & Co.
April 15, ROXEN, British steamer, 510, S.
Alderton, Aberdeen 22nd Feb., Plymouth
29th, Port Said 13th March, Suez 15th,
Penang 6th April, and Singapore 9th,
General—D. LAPRAT & Co.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE,
APRIL 15TH.

Yellung, British steamer, for Swatow.
Dianche, British steamer, for Manila.
Abya, British steamer, for Amoy.
Malabar, British steamer, for Nagasaki.
Esmeralda, British steamer, for Amoy.
Moray, British steamer, for Singapore, &c.
Japon, British steamer, for Singapore, &c.
Oesters, British steamer, for Amoy.

DEPARTURES

April 15, OCEAN, British str., for Saigon.
April 15, TIRE, French str., for Yokohama.
April 15, CHINA, German str., for Canton.
April 15, HAMPSIRE, Govt. bark, for Whampoa.
April 15, DIONED, British str., for Amoy.
April 15, ANADY, French str., for Shanghai.
April 15, DIAMANTE, British steamer, for
Manila.
April 15, JAPAN, British str., for Singapore
and Calcutta.
April 15, MORAY, British str., for Singapore
and Calcutta.

PASSENGERS

ARRIVED.

Per Malacca, str., from Manila—Mr. Tagle,
and 50 Chinese.
Per Malacca, str., from Yokohama—Mrs.
Bayne and 2 children, Messrs. W. C. Smith
and Lester, for Southampton, 3 European, and 2
Chinese, for Hongkong.
Per London, str., from Shanghai—Mr. W.
Camino and 12 Chinese.
Per London, str., from London, &c.—Mrs.
Eyd and 4 children, Mrs. Woodley, and 200
Chinese.
Per Glenore, str., from Saigon—Mr. T. L.
Mills.
Per Fiducia, str., from Singapore, &c.—60
Chinese.

DEPARTED.

Per Diamonds, str., for Manila—2 Europeans
and 123 Chinese.
Per Moray, str., for Singapore, &c.—84 Chinese.
Per Japan, str., for Singapore, &c.—4
Europeans and 32 Chinese.
Per Yatting, str., for Saigon—50 Chinese.
Per Esmeralda, str., for Amoy—50 Chinese.
Per Oesters, str., for Amoy—50 Chinese.

REPORTS

The British steamship *Malacca* reports left
Fokochow on 14th April, and had strong mon-
soon and rainy weather throughout.

The British steamship *Esmeralda* reports left
Manila on 12th April, and strong N.E. gales
and heavy sea with rainy weather.

The British steamship *Glenore* reports left
Saigon on 11th April. The first part calms and
light head winds. On the 14th and 15th strong
N.E. winds and rough sea with rainy, thick
weather.

The British steamship *Loudoun Castle* reports left London on 2nd March, and Singapore on
9th April, and had fine weather and smooth
water the first part of the passage from Singa-
pore, then strong N.E. monsoons and heavy rain
with seas the last two days.

The British steamship *Fiducia* reports left
Aberdeen on 24th February, Plymouth on
29th, arrived at Port Said on 15th March, left
Suez on the 15th, arrived at Parang on 4th
April, and left again on the 6th; arrived at Singa-
pore on the 8th, and left again on the 9th; arrived at
Hongkong 10th April. From Singa-
pore to Hongkong had light N.E. winds; had
rainy weather the first part of the passage. From
Capo Padar had moderate N.E. winds and heavy
rain from the N.E. Passed the steamship
Compton of Padar.

YOKOHAMA SHIPPING

ARRIVED.

20. Olander, British bark, from Newcastle.
21. Continental, Amer. ship, from New York.
22. Dovre, Amer. bark, from New York.
23. Salvo, Amer. bark, from Nagasaki.
24. Parma, British str., from Hongkong.
25. Columbia, British bark, from New York.
26. Gekko Maru, Japan str., from Shanghai.
27. Sundei Maru, Japan str., from Nagasaki.
28. Parma, British str., from Hongkong.
29. Gekko Maru, Japan str., from Hongkong.
30. Sundei Maru, Japan str., from Hongkong.

1. Nippon Maru, Japan str., from Shanghai.
2. Compton, British bark, from London.

DEPARTURES

30. Vela, French steamer, for Hongkong.
23. Galle, British steamer, for Hongkong.
24. Takasago Maru, Japan str., for Shanghai.
25. Chil, British bark, for Hakodate.
27. Kikusui Maru, Japan str., for Yokohama.
28. Europa, British bark, for Hongkong.
29. West Gion, British bark, for Kobe.
30. Olander, British bark, for Nagasaki.
32. Pierrot Star, British str., for Nanking.
31. Gekko Maru, Japan str., for Shanghai.
April—

1. C. of Peking, Amer. str., for S. Francisco.
3. Sundei Maru, Japan str., for Hongkong.

MANILA SHIPPING

ARRIVED.

29. Gardner Colby, Amer. ship, from Shanghai.
30. Salvador, Spanish str., from Singapore.
31. Ensay, Spanish steamer, from Hongkong.

NAUTICAL INSTRUMENTS, CHARTS, AND BOOKS

NO. 43, QUEEN'S ROAD CENTRAL.

BANKS

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

CAPITAL 2500,000.
RESERVE FUND 2150,000.

Bakers
THE BANK OF ENGLAND.
THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH IN HONGKONG.

Dr. & Son, London and the Chief Commercial
Bank in Europe and the East, pays and re-
ceives for collection Bills of Exchange; and
conducts all kinds of Banking and Exchange
business.

RATES OF INTEREST ALLOWED ON
DEPOSITS.

FOR 12 MONTHS, 5% PER ANNUM.

FOR 6 MONTHS, 4% PER ANNUM.

FOR 12 MONTHS, 4% PER ANNUM.

Hongkong, 29th July, 1880.

[1611]

HONGKONG & SHANGHAI BANKING
CORPORATION.

PAID-UP CAPITAL 5,000,000 of Dollars.
RESERVE FUND 1,500,000 of Dollars.

JOINTS OF DIRECTORS—

Chairman—Mr. H. K. KIRKLAND.

Deputy Chairman—Mr. McLEWIS.

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H. L. Dalgarno, Esq.

W. S. Young, Esq.

Chairman—Mr. H. K. KIRKLAND.

MANAGER—Mr. H. K. KIRKLAND.

London Branch—LONDON & COUNTY BANK.

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FOR CHINA, JAPAN, &c.
FOR 1886.
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or Japan, is now in the

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Various additions have been made, tending to render the Work still more valuable for reference. The descriptions of each Port have been carefully revised, and the trade statistics brought down to the latest dates obtainable.

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Daily Press Office, 13th January, 1886.

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DRAFF.

At Point de Galle, on the 2nd March, on his way from Bombay to China, ELIAS DAVID SASSON, deeply regretted.

(534)

The Daily Press.

HONGKONG, APRIL 16TH, 1886.

The Japanese Government and people continue to make progress, politically and commercially. Mistakes are committed now and again, but on the whole the history of Young Japan is one of solid advancement. Great energy has been displayed by the nation, and a strong determination to develop the resources of the country and extend its commerce is apparent from the most cursory perusal of the Japanese newspapers. New industries are constantly being started, sometimes without due consideration of their prospects of success, but all with the earnest intention of promoting the industrial expansion of the country, and in the main with good results. The trade with Korea is being increased, and active measures are being adopted to render the island of Yesso productive. Politically, the Government has also been energetic. It has put a final end to the semi-independence of Loochoo, by converting it into a ken or province of the Empire, has established its ascendancy in Korea, and has promoted the colonization of the Bonin Islands. It has reorganized the army on a European basis, and has given the nation a navy. Its vessels-of-war, and some of them are again about to commence extended cruises. The Trukese Kweas, to start for Vancouver's Island shortly, and the Fijian Kweas has just left Yokohama for the Indian Ocean and Persian Gulf. It is stated by some of the native papers that the latter vessel carries officials charged to negotiate a commercial treaty with Persia, and the *Japan Gazette* appears to think the report is not without foundation. Apart from the doubt whether any advantage could accrue to Japan from a treaty with Persia, we are unable to conceive a motive for opening such negotiations. Persia is not a great commercial country, and produces little that Japan would care to import. Nor is she rich enough to become a large consumer of Japanese wares. Nevertheless, the Japanese Government may have some good reason for wishing to open direct intercourse with the country of the Shah, and in any case it is wise to send the Japanese men-of-war to foreign countries, where the officers will inevitably gain knowledge and widen their ideas. It would be well if the Chinese Government would take a few leaves out of the Japanese book, and adopt a broader and more liberal foreign policy.

We were once visiting a Chinese school, and found a lad reading the interesting tale, told by Mencius, of a man who went and pulled up his roots to make it taller. We thought such a tale would be sure to please the boy, so requested him to read it aloud. He did so, but with such a grave face that we had to question him as to the meaning, and found he had no idea what it was. Every one who employs a Chinese teacher will say that the following tale might have been written of him just as much truth as of a teacher in India. A short time before I left Madras (says the writer referred to above), I went into one of the native schools and requested

the teacher to explain the old boys were

reading, when he took up another old which contained the interpretation and began to read. I stopped him and asked for an explanation of his own, which he confessed he could not give.

It is quite the Hindu system (the added), and it applies to the Chinese, to store the mind with ignorant words, leaving the fruit of them to be gathered by the judgment in after days.

The *Japan Gazette* learns that the Hon. John

Bingham, U. S. Minister to Tokyo, has received a telegram to the effect that, in the present season, the Grand Parade Ground will be closed to Civilian Cricket Clubs from the 20th instant to the 15th October next.

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